EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0121 **Date: 14 May 2014** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
AIRBUS	A300, A300-600, A300-600ST and A310 aeroplanes

TCDS Number:	France No. 145 and EASA.A.014
Foreign AD:	Not applicable
Supersedure:	None

ATA 53	**Fuselage – Tail Cone / Trimmable Horizontal Stabilizer Support Struts at Frame 91 – Inspection / Modification**
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A300, A300-600 and A310 aeroplanes, all certified models, all Manufacturer Serial Numbers (MSN) and Airbus A300F4-608ST aeroplanes, all MSN.
Reason:	During scheduled maintenance, several Trimmable Horizontal Stabilizer (THS) support struts were found cracked at the strut ends. The THS is supported and articulated at frame (FR) 91 in the tail cone. Lateral movement is prevented by four diagonal support struts. Investigations revealed that the cracks were caused by stress corrosion and propagated from the inside to the outside of the strut. This condition, if not detected and corrected, could lead to the rupture of all four THS support struts at FR91, which would make the remaining structure unable to carry limit loads, potentially resulting in loss of the Horizontal Tail Plane. To address this unsafe condition, Airbus issued Service Bulletins to provide instructions for inspection and modification of affected THS support struts. For the reason described above, this AD requires repetitive inspections of THS support strut ends, installation of reinforcing clamps on strut ends and, depending on findings, replacement of support struts. Installation of reinforcing clamps on strut ends is considered a temporary solution pending introduction of a re-designed support strut.

Effective Date:	28 May 2014
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the threshold defined in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 24 months, accomplish a High Frequency Eddy Current (HFEC) inspection of the THS support strut ends at FR91 in accordance with the instructions of Airbus SB A300-53-0395, A300-53-6174, A300-53-9024 or A310-53-2137, as applicable to aeroplane model.

Table 1: Initial Inspection of THS Support Strut Ends

Aircraft MSN / Configuration	Compliance Time
MSN 0499 through MSN 0747 inclusive	Within 12 months after the effective date of this AD
MSN 0748 through MSN 0878 inclusive	Within 18 months after the effective date of this AD
Aircraft without Airbus modification 06101 embodied	Within 24 months after the effective date of this AD

Reinforcing clamps already installed on strut ends must be removed before accomplishing a HFEC inspection, and re-installed after the inspection, in accordance with the instructions of Airbus SB A300-53-0395, A300-53-6174, A300-53-9024 or A310-53-2137, as applicable to aeroplane model.

(2) Concurrent with the initial inspection as required by paragraph (1) of this AD, identify affected struts with no reinforcing clamps previously installed and, before next flight, install clamps on each strut end in accordance with the instructions of Airbus SB A300-53-0394, A300-53-6172, A300-53-9022 or A310-53-2136, as applicable to aeroplane model.

(3) If, during any of the inspections as required by paragraph (1) of this AD, any crack is found, before next flight, accomplish the applicable corrective action(s), depending on the inspection results, as specified in Table 2 of this AD, in accordance with the instructions of Airbus SB A300-53-0395, A300-53-6174, A300-53-9024 or A310-53-2137, as applicable to aeroplane model.

Table 2: Corrective Action(s) after THS Strut End Inspection

Inspection Result	Corrective Action(s)
A crack of more than 15 mm or more than four cracks of 15 mm or less were found on one strut end	Replace the affected THS support strut with a serviceable part and install clamps on each strut end
No more than four cracks of 15 mm or less were found on a strut end	Install clamps on each strut end

(4) Installation of reinforcing clamps as required by paragraph (2) of this AD or replacement of support struts and/or clamp installation as required by paragraph (3) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD.

(5) Within 30 days after the initial inspection as required by paragraph (1) of this AD report the results of the inspection (including no findings) to Airbus.

Ref. Publications:	Airbus SB A300-53-0394 original issue, dated 14 February 2014. Airbus SB A300-53-0395 original issue, dated 14 February 2014. Airbus SB A300-53-6172 original issue, dated 14 February 2014. Airbus SB A300-53-6174 original issue, dated 14 February 2014. Airbus SB A300-53-9022 original issue, dated 05 February 2014. Airbus SB A300-53-9024 original issue, dated 05 February 2014. Airbus SB A310-53-2136 original issue, dated 14 February 2014. Airbus SB A310-53-2137 original issue, dated 14 February 2014. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 March 2014 as PAD 14-048 for consultation until 04 April 2014. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EIAW (Airworthiness Office) E-mail: continued.airworthiness-wb.external@airbus.com.